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Columbia

The Pope Mfg. Co.

will move into their magnificent new
Fourteenth-Street Building about June 15th.

Main Office, 452 Penna. Ave.
Columbia Bicycle Academy, 22d and P Sts.

Grand Bicycle Meet and Races at the International Park on Decoration Day.



During the past week one has heard little in cycling circles save of Decoration Day races and Decoration Day runs. Many of the clubs and individual riders left town yesterday for periods of time varying from twenty-four hours to a week, and if the experience the usually good weather of early June their outings should be thoroughly enjoyed.

Much interest is being manifested in the race meet, which will take place at International Park tomorrow under the control of the Cycle Board of Trade, and it will probably be the best event of the kind yet held in Washington. All that time, money and energy can accomplish has been done to make the affair a success, and Manager Gettling has secured some of the best amateur and professional talent in the country, and this fact alone is a guarantee that the race meet will be one of the recognized days for big events throughout the country. In the professional class there will be such well-known men as Charles Church, Al Newhouse, Carrol Jack, Fred Sims, Charles Coburn and Nat Mudd.

The prizes offered are tempting ones, and some fast time is anticipated. The fine running made by Wilson on the 22d has attracted much favorable comment and made for him a host of admirers. He is in excellent condition and should be heard from tomorrow. His meeting with Billy Sims, Schade and Griffin Halstead, who defeated Schade in the mile open at Charlotte, should be an interesting one. Among the prominent entries in the amateur events are Clum, Hardester, Sims, Duvall, Farrington, Pritchard and many other local riders. The two-mile amateur tandem race should be a great one between Smith and Greer, Schade and Halstead, Sims and Wilson, and Wrenn and McKennie.

One of the features of the day will be the match race between Childers, of the Record room, and Michael, of the press room, for the championship of the Government Printing Office. This race is exciting much comment, and there is a good deal of money up on the event, each man having a large following, all of whom are willing to back their man. They have been training religiously, and it is a case of six of one and half a dozen of the other as to which will win. Haley's Band will dispense the music, and Rule's ride, one of the best character men who do a cycle act, will give an exhibition of fancy riding. He is the man who rode a wheel down the Capitol steps, and his work is never in the extreme.

The races and entries are:
First race—One-mile handicap; amateur. First prize \$25 gold medal. This race will be run in three heats, the first three men in each heat qualifying for the final. The complete list of entries is as follows: Charles Bateman, D. P. O'Connor, F. W. Buckler, Forrest Stewart, W. E. Beall, Dave Moore, W. W. Pittman, Lawrence Gilchrist, Hayden Noyes, W. F. Mabier, F. Sullivan, Oscar A. Ceppi, F. G. Carroll, J. K. Moore, W. H. Payne, J. E. Whitson, F. H. Riordan, Andrew Mills, Walter Richardson, John Galecki, E. P. Stott, John Hill, E. J. Freeman, L. McInally, E. J. Wilmatt, N. H. Marmake, A. H. Davidson, L. F. Kinslow, John Gallooli, H. S. Matchett, G. M. Day and P. J. Dorr.
Second race—Two-thirds of a mile; open; professional. First prize \$40; second prize \$20; third prize \$10. The entries for this race are Charles A. Church, T. N. Mudd, W. Fred Sims, William Huffstetter, Carroll Jack, Al Newhouse, Charles J. Spencer and Chas Coburn.

Third race—One-mile open; amateur. First prize \$35 gold watch; second prize \$20 gold watch; third prize \$12 silver watch. This race will be run in two heats, with the following entries: Griffin Halstead, Fred Schade, H. W. Hardester, H. Clum, Billy Sims, D. P. O'Connor, H. I. Dodge, E. A. Harbord, F. W. Buckler, L. R. Damsel, William Bradley, H. S. Ritts, Dave Moore, W. W. Pittman, Lawrence Gilchrist, Hayden Noyes, W. F. Mabier, F. Sullivan, Oscar A. Ceppi, F. G. Carroll, J. K. Moore, W. H. Payne, J. E. Whitson, F. H. Riordan, Andrew Mills, Walter Richardson, John Galecki, E. P. Stott, John Hill, E. J. Freeman, L. McInally, E. J. Wilmatt, N. H. Marmake, A. H. Davidson, L. F. Kinslow, John Gallooli, H. S. Matchett, G. M. Day and P. J. Dorr.
Fourth race—One mile open; professional. First prize \$50; second prize \$20; third prize \$15. The entries for this race are Church, Mudd, Sims, Huffstetter, Carroll Jack, Al Newhouse, Charles J. Spencer and Chas Coburn.
Fifth race—One mile championship for the District of Columbia, amateur. Prize, silver trophy. This promises to be a very close and exciting race, but it is thought that the fight will be between Wilson and Sims, although a dark horse may capture the prize. The entries are Hardester,

Clum, Billy Sims, O'Connor, Dodge, Harbord, W. H. Snyder, Wrenn, Duvall, Wilson and Smith.

Sixth race—One-mile handicap; amateur. First prize, \$35 diamond ring; second prize, \$25 diamond scarf pin; third prize, \$12 link cuff buttons. The exceedingly large number of entries to this race necessitates its being run off in three heats, the first three men in each heat to qualify for the final. The entries are: Halstead, Schade, Bateman, Hardester, Clum, Billy Sims, O'Connor, Dodge, Harbord, Buckler, Damsel, Brearley, Stitts, Bush, Stewart, Greer, Beall, Moore, Pittman, Noyes, Ceppi, Sullivan, Gause, Carroll, Munroe, Payne, Riordan, Mills, Richardson, Stott, W. A. Snyder, Hill, Freeman, Moriarty, Wilmatt, Wrenn, McKennie, Duvall, Wilson, Farrington, Davidson, Kinslow, Galecki, Matchett, Whitney, Ingling, Day, Parker, Hanger, Pritchard and George E. Smith.
Seventh race—Two-mile tandem; amateur. First prize, \$25 shot gun; second prize, \$10 revolver to each rider. Entries, Schade and Halstead; Billy Sims and Wilson; Greer and Smith; Wrenn and McKennie; Parker and Mudd.
Eighth race—Two-mile handicap; professional. First prize, \$50; second prize, \$30; third prize, \$25; fourth prize, \$15; fifth prize, \$10. The entries are, Church, Mudd, Sims, Huffstetter, Jack Newhouse, Spencer, Coburn, and Woodward.
The officials for the meet, which will begin promptly at 2:30, are as follows: Judges—L. B. Graves, William Cline, W. Roy Mitchell, K. J. Beall, Jr., and C. E. Miller.
Referee—E. E. Simpson.
Clerks—J. H. Brittain; William Gettling, assistant.
Times—E. M. Dobbin, H. S. Jones, M. Jacobs and W. J. Speyer.
Scorers—John Woerner, Jr., and George Boyd.
Announcer—C. G. Van Hook.
Umpires—F. E. Potts, Rudolph Jose and Tom Cooper.
Starter—Prof. John Crowley.
Handicapper—William T. Robertson.



WILLIAM SHIELDS, THE RUBER.

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One of the greatest out-of-town cycling events will be the meeting tomorrow on the Waltham, Mass., track of Eddie Bald and Tom Cooper. The existing rivalry and difference between these two men will be settled in the half-mile open professional



"EM" WILSON.

and the mile open and mile handicap, in which they are to meet. They have to team mates to help them, and in the final there will be no one to help or hinder them. They will be entirely dependent on their own skill, headwork and speed, and the battle for supremacy will be a hard one. A brief sketch of the past track history of these two men is interesting. Tom Cooper is a resident of Detroit, where he came into prominence in 1895, when he defeated Bald. The year prior to that he had, however, won many events.

At the national meet he defeated Bald, Dinsberger, Dr. Brown and McDonald, and the following day made a sensational finish, only to be beaten by Bald a few inches from the tape. He was second to Bald at Chicago, and in the three-mile open defeated Cabanne, Dr. Brown, Coulter

and Murphy. In the national circuit at Minneapolis he won the mile handicap, and was second to Bald in the mile open. The next day he defeated Bald, Murphy, Brown, L. C. Johnson and McDonald. At the next place on the circuit he again beat Bald.

With these frequent titles between Cooper and Bald, first one in the lead and then the other, quite a merry war was waged. Cooper rowed faster that he has made such progress under Harry Tyler's old manager, Webb, that he is ready to dispute Bald's position on the pinnacle of racing fame.

Eddie Bald is a citizen of Buffalo. He began racing when he was sixteen years old in 1891. They were mostly indoor affairs, and he won everything. Next he followed the New York circuit with equal success. At Hartford he won the 2:35 class and the mile handicap, and the next day won the 2:30 class, beating Willie Winder. In 1894 and 1895 he followed the national circuit, and at Denver he won national honors.

At Springfield he won honors galore and became their favorite. He was conceded the king of class B riders. He entered and almost equaled Zimmerman's record of 102 firsts in one season. His terrific bursts of speed have given him the sobriquet of "Cannon Ball."

He always displays fine headwork, and has been complimented by Zimmerman as the fastest man on the track. He is expected in Boston in a few days and both he and Cooper will at once begin special training for the big events at Waltham.

League of American Wheelmen. Membership—The District membership of the league is fast on the increase, and is increasing more rapidly than any other section of the country. In the past year the membership has been multiplying five times, and before the year is out it is expected that it will be ten times greater than in the beginning of the year. In the past two weeks the District division has passed in number of members the States of Texas and Tennessee, and now stands in twenty-fourth place out of fifty subdivisions, and during next week it is expected that two more States will be left behind.

Road Book—Unavoidable delay has postponed the issue of the Road Book until the 10th of June, but the committee having in this charge say that there is not the least doubt but that the book will be placed in each member's hands by that time.

League Runs—A great deal of interest is now being taken in the weekly runs, a large number of members attending each one, besides being attended by a number of the lady members. These runs are not fast ones or scorches, but are run according to the wishes of those who attend and are becoming known as the best regulated rides taken out of the city.

The two days' trip on the 30th and 31st of May is being talked up in big shape and it is expected that a number of members will attend. Taking the 8:05 train, Baltimore and Ohio, on Saturday night, for Martinsburg, W. Va., stopping in Martinsburg over night, and leaving there at 8 a. m. on Sunday morning, it is expected that Hagerstown will be reached by dinner time. The next stopping place will be Frederick, Md., twenty-six miles distant, the road of the limestone grade, a very fine road passing over the Catoctin and South Mountains, makes a very enjoyable ride. While a ride over mountains is generally supposed to be a hard one, this fact is lost sight of because of the fine condition of the road and the magnificent scenery.

On June 6 an extra run has been scheduled, starting at 12 midnight for River Springs, on the Potomac. Sixteen members have already promised to attend. This run will consume most of the night. It is expected that the party will reach River Springs in time for dinner Sunday, and leave on the 3 p. m. boat for Washington, reaching here at night. The run is through a very interesting country, and from the experiences of those who have taken the ride before almost every kind of road will be encountered.

Racing—The racing board has been considering the amateur status of several of the local riders, and developments may occur at almost any time. The Baltimore races, which occurred yesterday, were attended by Messrs. Simpson, Gettling, and Robertson, but simply as spectators. Hereafter all riders entering handicap races will be required to furnish their best time for the distance they have entered for, and also a detailed account of the last three races in which they competed. The entries for the last races were so poorly made out by the contestants that it is almost impossible to handicap the men intelligently, and in the future all entries which do not give the correct information, or those who do not give any information, will be thrown out.

New members—W. W. Chance, 49 Quincy street; Charles E. Cooke, United States Geological Survey, F. Petrola, 633 Pennsylvania avenue southeast; William A. Spurrer, 24 K street northwest, and P. R. Underwood, 607 Twelfth street.
Renewal applications—Guy N. Neely,

Eleventh and C streets southeast; Dr. Frank R. Keefer, Washington barracks, and A. C. Howard, 805 A street southeast.

Arlington Wheelmen.

A game of ball will be played with the Queer Wheelmen, at the Spa Athletic Club today. The start will be made at 1 o'clock.

Messrs. Thompson, Butler, Quinn, Whitson, Mudd and Stone will represent the club on the track tomorrow, and the boys are expecting good results from their team.

The next run of importance will be the century to Frederick, and will be made on June 6.

Larcombe's medical studies are now nearing completion, and he has of late frequently taken part in the club runs.

Capt. Potts had eight men with him on the run to Occoquan last Sunday, and the spin through Virginia was a thoroughly enjoyable one. The only drawback to the trip was the dinner, which was served at Occoquan. It was anything but a Delmonico repeat and it is not thought that another visit with Occoquan as the destination will be soon again made. On the return trip Capt. Potts' tire sustained a



JOHN CHILDRESS.

puncture. He was left on the road by the boys, but notwithstanding the puncture looked impossible to remedy. Capt. Potts succeeded in getting it in shape again before the boys had gotten four miles and cut down the handicap inside of ten minutes.

Catholic Club Cyclists. The election of officers for the ensuing year was held last week with the following result: President, David Thomas; vice president, T. P. Kennedy; treasurer, M. A. Keane; captain, J. B. Fitzpatrick; lieutenant, F. A. W. Van Ruyt.

No regular run was scheduled for last Sunday, but a number of the boys made individual trips to Cycle cottage and on the Conduit road.

The members of the club are much interested in the contest for the Printing Office championship, which is to be decided at International Park tomorrow. Every morning at 4:30 o'clock Capt. Fitzpatrick turns out and paces the boys on the White Lot.

The excursion to River View Wednesday night was a thoroughly successful



THEO. MICHAEL.

and enjoyable one. The weather was good, the crowd jolly and the music inspiring. Much credit is due the excursion committee for the successful and smooth manner in which everything passed off. The committee was composed of M. A. King, Kennedy, Van Ruyt, D. M. Thomas, W. B. Scott, J. B. Fitzpatrick, T. J. Keedy, J. F. Keedy, W. F. Sullivan, J. T. Kane, G. J. Bauer, J. T. Trapp, B. A. Lehmann, Louis Ruppert and Bernard Werle.

Queer Wheelmen. The run for last Sunday was to Brookland, and a game of ball with the Queerans was down on the schedule. One inning only was finished when the owner of the field, in which the diamond had been laid out, put in an ap-

pearance and called the game. The Queers ran up six runs in their part of the game, and the Queerans were shut out. The game will probably be played off on some future day. In the afternoon about a dozen of the boys made a run to Cabin John Bridge.

Capital Bicycle Club.

About twenty-five of the members started on the Decoration Day run yesterday afternoon. They rode to Frederick and spent the night there. Thence they will ride to Pen Mar and Hagerstown, taking in Antietam en route, and then on to Harper's Ferry. From Harper's Ferry the run will be made down the Virginia side of the Potomac, and Washington will be reached Monday night.

The club run last Sunday was made to Fairfax Court House, and about twenty were in the party. The run was without incident of note.

Century Cycle Club.

No regular run was scheduled for last Sunday, but small crowds of the boys took in the various points of interest in the surrounding country. Great Falls was the objective point of a party consisting of Weener, Byrnes, Barnhart, Anderson and Noordy, and Weener secured some excellent pictures of nature's good work.

A small detachment of the boys also went down the river as guests of the Posey brothers, and report a jolly time.

There will be no regular run today. A number of the members left the city yesterday afternoon for a trip of several days through Gettysburg, Hagerstown and vicinity.

Levant Cycle Club.

The club run for today is to Baltimore, where dinner will be had at Thompson's and the night spent in Oyster town. Ridgeway and McKee started yesterday on a three-days' trip through Maryland and Pennsylvania.

The boys pin their faith on Thorpe, who is riding in fine shape, and they will root for him from two boxes at the meet tomorrow.

The club run last Sunday was to Ashton, and the boys wore their new suits for the first time.

W. L. I. Bicycle Corps.

The bicycle corps of the Light Infantry, which was organized at Cycle Cottage on the 9th instant, has now a membership of thirty enrolled. Owing to the suspension of drills during the summer a number of the enthusiastic members of the Infantry thought that the organization of the bicycle club would be the best means of bringing the boys together and thus keep up an interest in military as well as cycle matters.

The corps has not yet decided on a uniform, but the infantry colors, blue and white, will be used in the sweater and cap.

No regular run is on the program for today, but last Sunday Capt. House had with him a squad of twelve on his run to Cabin John.

A trip is being planned for next month which will take in Winchester and Staunton during the run down the Virginia Valley. Capt. House before coming to Washington lived in that section of Virginia, and will, no doubt, take the boys over the best roads and through the most picturesque scenery of the valley.

Fencing Cyclists.

The Fencers will this morning run down to the Washington Barracks to witness guard mount, after which they will go to Ashton by way of Norbeck, Olney and Sandy Springs. Dinner will be had at Ashton before the start for home.

The boys have a rich joke on a prominent member of the club who at one time held the one-mile amateur championship of the United States and whose record was within a fraction of a second of the world's mile record. He has also traveled through continental Europe on a racing tour, and has many trophies as an evidence of his gait and muscle.

During a run in from Cycle Cottage with a number of the boys one night last week this prominent member saw, as he supposed, a young lady alone on a wheel, spin into the road from Brightwood track. He quickened his pace in order to gratify a burning curiosity; so also did the lady. He put on a bit of steam, the boys following, but still he seemed to gain little on his pacemaker. He now bent over his handlebars and put in one of his old-time bursts of speed; but still he could not catch the fair cyclist. He was riding an 84 geared wheel, and calling to an ambitious companion who rides a 96, they alternately paced each other in a mighty effort to catch the flying figure ahead. This they only succeeded in doing when Argyle Hill was reached and the flying cyclist slowed up in going down grade. The two pumped out scorches looked up and discovered that they had been chasing a diamond tandem with a lady on the rear seat and one of the sterner sex in front. As

the erstwhile "champion of the United States" has always said that when he finds that a woman can beat him out in a race he will hang up his wheel as a relic, the boys are anxiously waiting to see if he will give credit for his defeat to the lady, the man, or tandem.

Ladies' Six-Day Race.

The six-day bicycle race for ladies which is to start tomorrow afternoon at Central Hall, over the Center Market, promises to be a genuine novelty, and as such will attract general notice from all interested in cycling in this section of the country. Washington has now had almost every variety of a bicycle race, and the female six-day event will give the Capital City a new phase of bicycle riding.

The race will be for six days, ten hours a day, making in all sixty hours. The riders will start at 1 o'clock each afternoon and ride until 9 o'clock; take an hour's rest, and then continue their work from 10 until 12 o'clock. This will give the contestants a chance to get rest for a spirited finish each night, and at the same time afford an opportunity for short-distance races to be given between 9 and 10 o'clock, when the regular riders are off the track. These short races will be between female amateur riders for prizes—medals and watches. In this time, also, there will be exhibitions of fancy riding by female bicyclists. In fact, the riders of the sterner sex will be given no opportunity at all to show their prowess on the wheel, and will have to be content with watching the various efforts made by the young ladies.

Every feature that could possibly add to the attractiveness of an affair of this character will be provided by Messrs. Donnelly and Wilson, the managers of the race. Music will be in attendance at all hours and will be furnished by Prof. Imlich's excellent orchestra.

The spectators will be seated inside the track, as this structure will be made as large as possible, and will, of course, leave much room at the sides and ends. Comfortable seats will be provided and every effort will be made to make the race attractive in this respect.

The track will be fourteen laps to the mile. It will be built entirely of new material, and will be suitably banked at the turns. The work of fitting up the track has almost been completed, and the finishing touches will be put on the surface today. It will be as wide as it is possible to make it and have it come under the limit of fourteen laps.

Up to the present time twenty-two entries have been received, only nine of which, however, have been selected, as it was not deemed wise by the management to have an instance of the first night and then have the bulk of the riders drop out before ten hours had gone by. The riders who have been selected are well-known professionals and will make a race that will be contested up to the last pistol shot Saturday night. No objectionable features will be permitted, and no fear need be felt on the question of the race being acceptable to all the residents of the city, whether interested in the bicycle or not.

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Mexico is to have its league of wheel-

men. The Union Ciclista Mexicana has just been organized in the City of Mexico. Its object is to control cycle racing, to promote and agitate for road improvement and to look after the interests of all riders of the wheel. The organization will, as far as racing men are concerned, admit none but amateurs to membership. For this reason all the men who have been racing for cash prizes in Mexico have been re-elected. The Union Ciclista Mexicana will act in harmony with and recognize the rulings of the L. A. W. This will preclude men who have been ruled off or suspended from the tracks in this country from racing in Mexico.

Crown Point, Md., claims to have the oldest bicycle racer in the United States. He is Amos Adgerton, a decorator, who is about to celebrate his eighty-first birthday. He has entered for a fifteen-mile road race, which is to be held at Crown Point Memorial day. He will be given a thirty-minute handicap.

"Long distance riding at a moderate or even comparatively slow pace is one of the best cures for shortness of breath," says a physician who rides. "This trouble is usually caused by some congestion which prevents the lungs being exercised to their fullest capacity. Constant, steady and easy exercise strengthens and tones up the air cells so that those available become gradually increased, and little by little the inconvenience disappears. Care must be taken that the exercise is not too violent a nature, or it is quite possible more harm than good may be done."

According to an expert, there is comparatively little strength in that portion of the tire composed of rubber. The strength which resists the strains lies in the canvas. A tire of pure rubber with walls an inch thick would rupture on slight provocation. The attention of the tire men has been, therefore, specially directed to the canvas part. Criticism of a burst tire usually includes condemnation of the rubber, when, in point of fact, the rubber has next to nothing to do with the trouble. The defect in these cases is to be found in the canvas or fabric within. It is true, a tire may be made defective to the point of bursting by so treating the rubber that its expansion is increased at any one point. Oil, for instance, spilled on the rubber will cause it to expand abnormally at the part touched by the oil. This deprives the canvas of support at that part, and, therefore, the tire is likely to burst.

There is talk of a six-hour race to be held in the Coliseum, Nashville, in the near future. It is proposed to give a regular program of short races for both professional and amateur riders, each night in connection with the event. The last hour of each evening's entertainment will be devoted to the six-hour contest.

It is reported that the racing men of Europe have banded together under the title of the Riders' Union, for mutual protection. The result of the new organization is the determination of the racing men to refuse to ride at either the Buffalo or Seine tracks in Paris. It is said that the action deals a heavy blow to the union cyclists of France, as its officers comprise the owners of the two tracks, and gives full jurisdiction over racing to the union Velocipedique of France. The managers of the Seine and Buffalo tracks started to reduce the value of the prizes and purses offered, and the riders rebelled.

The U. V. F. has made an arrangement with the Riders' Union, and will construct a new cement track at Princess park, where many of the track cyclists have agreed to race.

Charles and Madeline Kilpatrick, well-known track riders of New England, have just returned from a trip around the world. After giving exhibitions in London and Paris last November they sailed for South Africa, making a long stay at Johannesburg. From there the Kilpatricks went to Pretoria and were introduced to Pres Kruger. After filling an engagement as Cape Town the pair sailed for Paris and from there home.

"Why, I don't think they compare at all. Cycling is so much better than there isn't any comparison. When I go horseback riding, the horse and the exercise, it doesn't exactly get it all, but he gets the best of it. On the other hand, when I go bicycle riding all the exercise is mine. I do all the work and have all the fun. A man can feel that he is doing something for himself when he is riding a wheel, and there is a great deal of satisfaction in that. Another advantage of a bicycle over a horse is that a man can go much farther on a bicycle. A fellow in good physical condition and accustomed to riding can go out on the road and ride off sixty or seventy miles without feeling that he has been on his wheel. A jaunt of that distance would use a horse all up, of course. Last summer I used to start out frequently at 4 o'clock in the afternoon, ride out to Glenora for dinner with my brother-in-law, and then ride back in the evening. It was just a fine distance for a ride, and I used to enjoy every bit of it."